



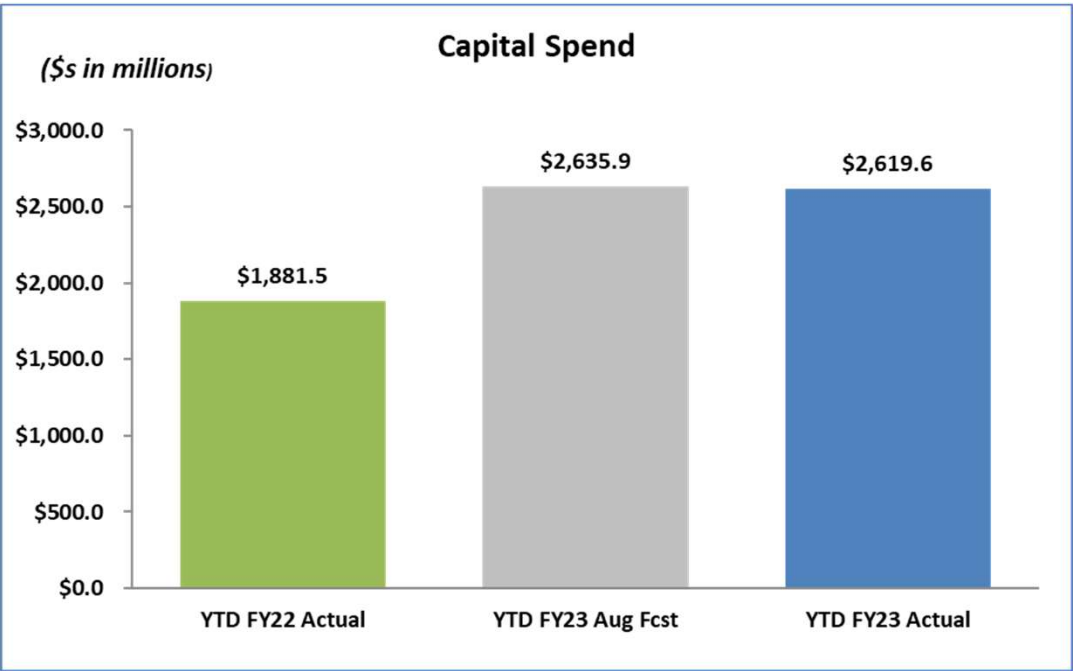
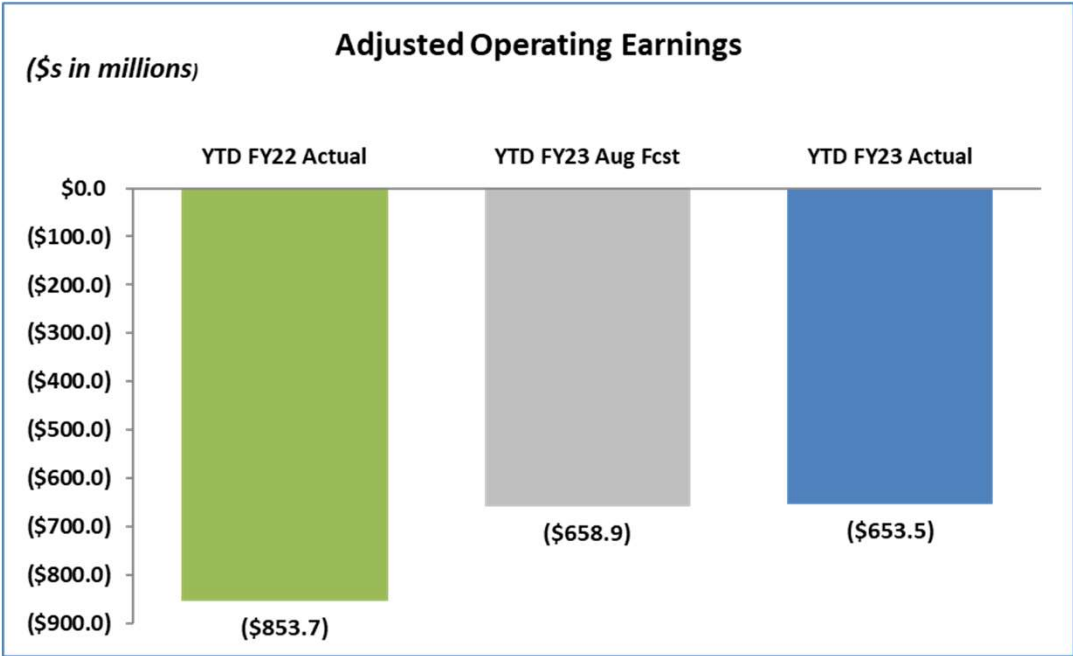
# Monthly Performance Report

YTD August FY 2023

September 29, 2023

**Operating:** Adjusted Operating Earnings of **(\$653.5MM)** through August FY23 are \$5.4MM favorable vs August Forecast and \$200.2MM favorable vs prior year. Total revenue is \$4.4MM favorable (driven by Ticket Revenue) and total expenses are \$1.0MM favorable vs August Forecast driven by Salaries, Wages and Benefits, favorable Transfer to Capital partially offset by unfavorable All Other Expense.

**Capital:** Capital spend of **\$2,619.6MM** for YTD August FY23 is (\$16.3MM) lower vs August Forecast driven by lower Gateway, IMCS ;and Strategy & Planning spend and an increase of \$738.1MM vs prior year.



# Operating Results

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(\$s in Millions)	FY 2023 vs Prior Year				FY 2023 vs Fcst_Aug			
	Prior Year	Actual	Y/Y Growth		Aug Fcst	Actual	Fav/(Unfav) vs Aug Fcst	
	YTD Aug FY22	YTD Aug FY23	\$	%	YTD Aug FY23	YTD Aug FY23	\$	%
Ticket Revenue (Adjusted)	\$ 1,599.5	\$ 2,049.4	\$ 449.9	28.1%	\$ 2,043.0	\$ 2,049.4	\$ 6.4	0.3%
Food & Beverage	39.6	50.8	11.2	28.3%	50.8	50.8	(0.1)	(0.1%)
State Supported Train Revenue	302.6	312.9	10.2	3.4%	311.5	312.9	1.3	0.4%
<b>Subtotal Passenger Related Revenue</b>	<b>1,941.7</b>	<b>2,413.0</b>	<b>471.3</b>	<b>24.3%</b>	<b>2,405.3</b>	<b>2,413.0</b>	<b>7.7</b>	<b>0.3%</b>
Other Core Revenue	276.4	300.5	24.1	8.7%	300.5	300.5	(0.0)	(0.0%)
Ancillary Revenue	343.5	376.7	33.2	9.7%	380.0	376.7	(3.3)	(0.9%)
<b>Total Revenue</b>	<b>2,561.7</b>	<b>3,090.2</b>	<b>528.6</b>	<b>20.6%</b>	<b>3,085.8</b>	<b>3,090.2</b>	<b>4.4</b>	<b>0.1%</b>
Salaries	392.4	468.7	76.2	19.4%	470.7	468.7	2.0	0.4%
Wages & Overtime	1,065.6	1,221.6	156.0	14.6%	1,223.3	1,221.6	1.7	0.1%
Employee Benefits	621.8	657.6	35.8	5.8%	656.1	657.6	(1.5)	(0.2%)
Employee Related	35.1	46.2	11.1	31.6%	46.8	46.2	0.6	1.4%
Salaries, Wages & Benefits	2,114.8	2,394.0	279.2	13.2%	2,396.9	2,394.0	2.8	0.1%
Train Operations	262.3	310.9	48.7	18.6%	308.1	310.9	(2.9)	(0.9%)
Fuel, Power & Utilities	272.2	305.0	32.8	12.1%	304.7	305.0	(0.4)	(0.1%)
Materials	149.3	166.0	16.7	11.2%	166.7	166.0	0.7	0.4%
Facility, Communication & Office	187.9	213.9	26.0	13.8%	211.9	213.9	(2.0)	(0.9%)
Advertising and Sales	77.9	92.1	14.2	18.2%	92.2	92.1	0.1	0.1%
Casualty and Other Claims	79.1	36.5	(42.5)	(53.8%)	38.7	36.5	2.2	5.6%
Professional Fees & Data Processing	194.1	226.1	32.0	16.5%	226.6	226.1	0.5	0.2%
All Other Expense	253.7	241.9	(11.8)	(4.6%)	238.1	241.9	(3.8)	(1.6%)
Transfer to Capital & Ancillary	(176.0)	(242.8)	(66.8)	(38.0%)	(239.1)	(242.8)	3.8	1.6%
<b>Total Expense</b>	<b>3,415.3</b>	<b>3,743.7</b>	<b>328.4</b>	<b>9.6%</b>	<b>3,744.7</b>	<b>3,743.7</b>	<b>1.0</b>	<b>0.0%</b>
<b>Adjusted Operating Earnings</b>	<b>\$ (853.7)</b>	<b>\$ (653.5)</b>	<b>\$ 200.2</b>		<b>\$ (658.9)</b>	<b>\$ (653.5)</b>	<b>\$ 5.4</b>	
OPEB's and Pension	25.8	25.8	0.1	0.3%	26.8	25.8	(0.9)	(3.5%)
Project Related Revenue & Expense	(160.9)	(296.3)	(135.4)	(84.1%)	(271.4)	(296.3)	(25.0)	(9.2%)
Depreciation	(830.2)	(817.8)	12.5	1.5%	(844.4)	(817.8)	26.6	3.2%
Office of Inspector General	(22.3)	(24.8)	(2.4)	(11.0%)	(24.8)	(24.8)	0.0	0.1%
State Capital Payment Amortization	129.9	134.1	4.2	3.2%	133.4	134.1	0.7	0.5%
Non-Operating Inc/(Exp)	(0.6)	74.6	75.2	N/A	55.1	74.6	19.4	35.2%
<b>Net Income/(Loss)</b>	<b>\$ (1,712.0)</b>	<b>\$ (1,555.1)</b>	<b>\$ 157.0</b>		<b>\$ (1,581.3)</b>	<b>\$ (1,555.1)</b>	<b>\$ 26.3</b>	

**Revenues:** Total revenue of **\$3,090.2MM** through August FY23 is **\$4.4MM** favorable vs August Forecast and an increase of **\$528.6MM** vs prior year. YOY variance is mainly driven by higher passenger related revenue due to recovery from the COVID-19 pandemic.

**Expenses:** Total expenses of **\$3,743.7MM** through August FY23 are **\$1.0MM** favorable vs August Forecast. The increase of **\$328.4MM** vs prior year is mainly driven by Salaries, Wages and Benefits, Train Operations, and Fuel, Power & Utilities.

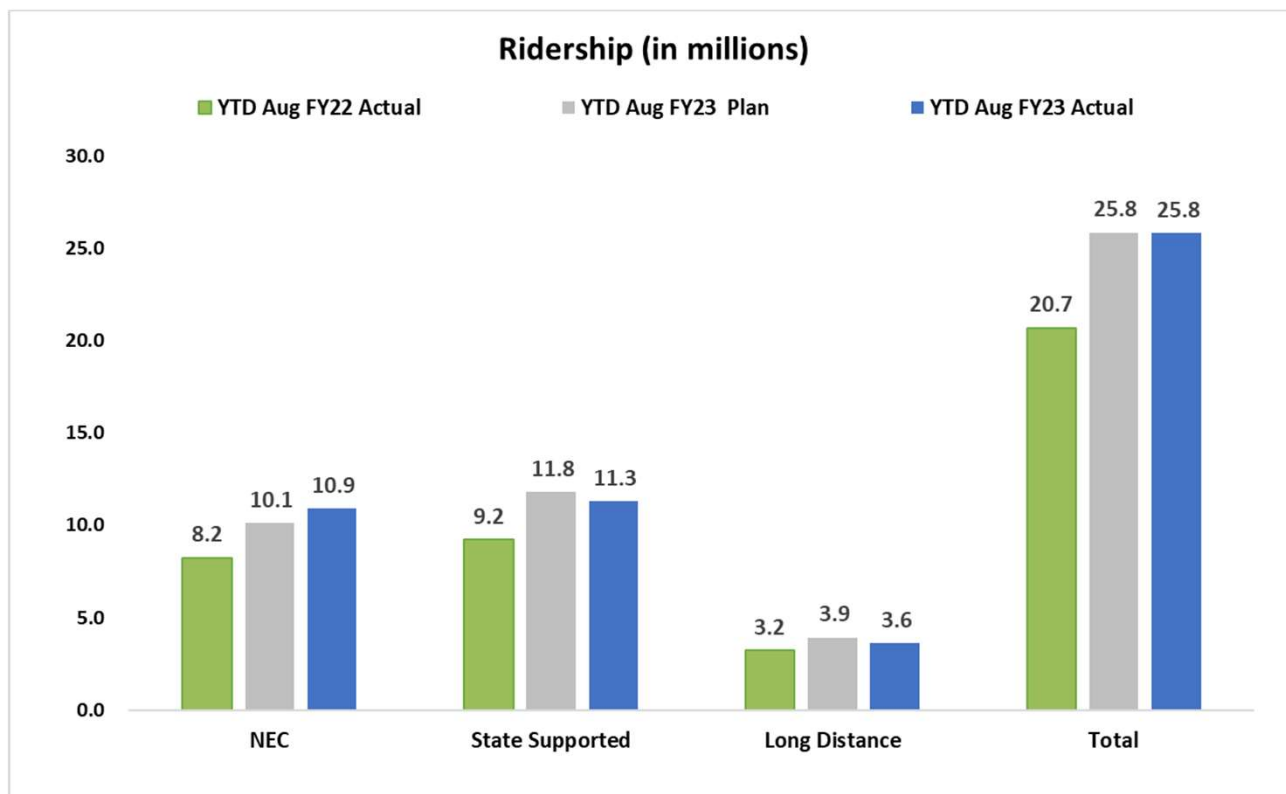
**Note:** Amtrak reports Adjusted Operating Earnings as the key financial measure to evaluate results, Net Income/(Loss) will continue to be reported for reference. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level results (reported on page 8) reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

**Note:** Adjusted Operating Earnings is defined as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General's office, and interest expense, net).

	FY 2023 vs Prior Year				FY 2023 vs Fcst_Aug			
(\$s in Millions)	Actual YTD Aug FY22	Actual YTD Aug FY23	Y/Y Growth		Aug Fcst YTD Aug FY23	Actual YTD Aug FY23	Over/(Under) vs Aug Fcst	
			\$	%			\$	%
Infrastructure Services	\$ 708.4	\$ 1,014.5	\$ 306.1	43.2%	\$ 1,020.6	\$ 1,014.5	\$ (6.1)	(0.6%)
Mechanical	319.0	326.4	7.3	2.3%	324.2	326.4	2.2	0.7%
Other Operations	18.5	11.6	(6.9)	(37.2%)	12.6	11.6	(0.9)	(7.4%)
<b>Total Operations</b>	<b>1,045.9</b>	<b>1,352.5</b>	<b>306.5</b>	<b>29.3%</b>	<b>1,357.3</b>	<b>1,352.5</b>	<b>(4.9)</b>	<b>(0.4%)</b>
Digital Technology & Innovation	135.6	260.6	125.0	92.1%	256.3	260.6	4.4	1.7%
Commerical & Marketing	0.1	3.5	3.4	N/A	3.5	3.5	-	0.0%
ADA	92.9	117.8	24.9	26.8%	117.4	117.8	0.4	0.3%
Real Estate, Stations & Facilities	36.0	62.1	26.1	72.4%	60.0	62.1	2.0	3.4%
APD & Emergency Management	12.8	7.7	(5.1)	(40.0%)	8.0	7.7	(0.3)	(3.6%)
Safety	3.1	6.0	2.9	94.4%	6.4	6.0	(0.4)	(5.6%)
Enviromental	6.2	5.1	(1.1)	(17.5%)	5.7	5.1	(0.5)	(9.5%)
Procurement	3.5	4.9	1.3	38.3%	6.3	4.9	(1.4)	(22.3%)
New Acela	164.9	156.3	(8.7)	(5.2%)	155.7	156.3	0.6	0.4%
Gateway	76.8	215.8	139.0	181.0%	223.6	215.8	(7.8)	(3.5%)
Planning & Strategy	92.9	84.2	(8.8)	(9.4%)	88.3	84.2	(4.1)	(4.7%)
B&P Tunnel	37.7	81.3	43.6	115.6%	82.4	81.3	(1.1)	(1.4%)
Intercity Trainsets	154.8	270.1	115.3	74.5%	271.3	270.1	(1.2)	(0.4%)
Other, OVHD Adjustment	18.2	(8.1)	(26.3)	(144.8%)	(6.1)	(8.1)	(2.0)	(32.7%)
<b>Total Capital Spend</b>	<b>\$ 1,881.5</b>	<b>\$ 2,619.6</b>	<b>\$ 738.1</b>	<b>39.2%</b>	<b>\$ 2,635.9</b>	<b>\$ 2,619.6</b>	<b>\$ (16.3)</b>	<b>(0.6%)</b>

**FY23 vs. August Forecast:** YTD FY23 capital spend of \$2,619.3MM is (\$16.3MM) or (0.6%) vs August Forecast largely due to lower Gateway, IMCS, and Planning & Strategy spend.

**FY23 vs. Prior Year:** YTD FY23 capital spend is \$738.1MM or 39.2% higher than prior year primarily driven by higher IMCS, Gateway, Digital Technology & Innovation, and Intercity Trainsets capital spend.



	Prior Year YTD Aug FY22	Plan YTD Aug FY23	Actual YTD Aug FY23	Fav/(Unfav) vs Plan		Y/Y Growth	
				#	%	#	%
<b><u>Key Performance Indicators</u></b>							
Ridership (in thousands):							
Northeast Corridor	8,247	10,117	10,901	784	8%	2,654	32%
State Supported	9,213	11,800	11,306	(493)	(4%)	2,093	23%
Long Distance	3,222	3,923	3,618	(305)	(8%)	396	12%
Total Ridership	20,682	25,839	25,825	(14)	(0%)	5,144	25%
RASM (in cents)	21.1 c	21.6 c	23.7 c	2.1 c	10%	2.6 c	12%
CASM (in cents)	28.7 c	26.6 c	29.0 c	(2.4) c	(9%)	(0.3) c	(1%)
Cost Recovery Ratio (NTS)	73.7%	81.3%	82.0%	0.6 pp		8.2 pp	
Customer Satisfaction Index (CSI)	80.9	80.9	79.6	(1.3)	(1.7%)	(1.3)	(1.6%)
<b><u>Other Indicators (in millions)</u></b>							
Seat Miles	9,407.0	11,137.9	10,397.1	(740.8)	(7%)	990	11%
Passenger Miles	4,435.4	5,358.5	5,291.9	(66.6)	(1%)	856	19%
Train Miles	29.9	34.6	33.1	(1.5)	(4%)	3.2	11%

**Ridership:** Ridership of **25.8MM** for FY23 is on par vs Plan, and **5.1MM** higher vs prior year driven by increase in ridership across all service lines due to the recovery from the COVID-19 pandemic.

**Note:** Key Performance Indicators and Other Indicators are representative of National Train Service (NTS) (NEC, State Supported, and Long Distance) results

RASM is defined as NTS (NEC, State Supported, and Long Distance) operating revenue divided by seat miles.

CASM is defined as NTS (NEC, State Supported, and Long Distance) operating expenses divided by seat miles.

Cost Recovery Ratio is defined as NTS (NEC, state supported, long distance) operating revenue divided by operating expenses

# Sources and Uses Account (Level 1)

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(\$s in Thousands)

<b>YTD Aug FY23</b>	<b><u>Northeast Corridor Account</u></b>	<b><u>National Network Account</u></b>	<b><u>Total</u></b>
<b>Financial Sources</b>			
Operating Sources (A)	1,665,972	1,424,272	3,090,244
Capital Sources	535,565	313,535	849,100
Federal Grants to Amtrak	1,670,701	1,837,305	3,508,006
<b>Total Operating and Capital Sources</b>	<b>3,872,239</b>	<b>3,575,112</b>	<b>7,447,350</b>
<b>Financial Uses (Operating):</b>			
Operating Uses (B)	1,504,191	2,239,551	3,743,742
<b>Operating Surplus/Deficit (A-B)</b> <i>(Operating Sources - Operating Uses)</i>	<b>161,781</b>	<b>(815,279)</b>	<b>(653,497)</b>
<b>Financial Uses (Debt Service Payments):</b>			
Debt Service Payments	-	-	-
<b>Available for Capital Uses</b> <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i>	<b>2,368,048</b>	<b>1,335,561</b>	<b>3,703,609</b>
<b>Financial Uses (Capital):</b>			
Capital Expenditures	1,508,726	1,110,897	2,619,623
Legacy Debt and RRIF Repayments	172,657	6,182	178,839
<b>Remaining Carryover Balance</b>	<b>\$ 686,664</b>	<b>\$ 218,483</b>	<b>\$ 905,147</b>
<b>Transfers</b>	-	-	-

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is \$905.1MM for Consolidated Amtrak, \$686.7MM for NEC and \$218.5MM for National Network.

# Route Level Results YTD August FY23

YTD August FY 2023												
(\$s in Millions)												
	Operating Revenue	Frequency Variable Costs	Route Variable Costs	System/Fixed Cost	Operating Expense	Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Train Miles (in Millions)	Frequencies
<b>NEC:</b>												
Acela	\$ 452.2	\$ 96.2	\$ 186.7	\$ 73.8	\$ 356.7	\$ 95.5	\$ 449.1	2,694.1	824.1	529.3	2.7	6,894.0
Regional	719.6	185.1	271.1	152.4	608.6	111.1	701.8	8,207.2	2,260.8	1,465.1	4.8	12,373.2
NEC Special Trains & Adjustments	6.7	0.5	2.6	11.1	14.2	(7.5)	1.9	0.0	5.4	0.0	0.1	412.0
<b>NEC</b>	<b>\$ 1,178.5</b>	<b>\$ 281.8</b>	<b>\$ 460.4</b>	<b>\$ 237.3</b>	<b>\$ 979.5</b>	<b>\$ 199.0</b>	<b>\$ 1,152.8</b>	<b>10,901.3</b>	<b>3,090.2</b>	<b>1,994.4</b>	<b>7.5</b>	<b>19,679.2</b>
<b>State Supported:</b>												
Ethan Allen Express	\$ 6.9	\$ 4.3	\$ 2.0	\$ 1.2	\$ 7.5	\$ (0.6)	\$ 2.4	80.1	38.1	7.2	0.1	358.3
Vermont	8.5	5.4	3.3	2.1	10.8	(2.3)	3.0	94.6	44.5	9.9	0.1	235.2
Maple Leaf	35.8	20.8	12.7	5.6	39.2	(3.4)	18.3	411.3	218.6	80.3	0.7	1,400.3
The Downeaster	16.9	9.5	5.7	3.9	19.1	(2.2)	9.8	486.9	133.4	41.8	0.5	3,286.0
Berkshire Flyer	0.1	0.1	0.1	0.1	0.2	(0.1)	0.0	1.0	0.9	0.0	0.0	35.4
New Haven - Springfield	20.7	12.6	15.9	5.4	34.0	(13.3)	7.6	395.1	82.4	22.5	0.4	5,196.9
Keystone Service	31.7	15.1	56.4	19.8	91.2	(59.5)	23.9	1,010.9	274.5	64.2	0.8	4,672.2
Empire Service	58.8	25.4	36.6	16.4	78.3	(19.5)	71.9	1,135.5	298.9	184.8	1.0	4,861.7
Great River Service	0.1	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0
Chicago-St.Louis	37.1	19.0	16.6	4.8	40.3	(3.3)	16.7	474.8	207.5	95.5	0.7	2,200.0
Hiawathas	19.1	12.8	12.1	3.1	28.0	(8.9)	14.3	578.3	94.5	46.5	0.4	4,485.0
Wolverines	38.6	15.2	20.8	6.2	42.2	(3.7)	19.4	383.9	160.6	83.6	0.6	1,857.0
Illini	17.6	11.4	8.9	2.7	23.0	(5.4)	7.2	243.2	147.7	39.8	0.4	1,182.0
ILLINOIS Zephyr	16.0	8.2	6.3	1.9	16.4	(0.4)	3.5	103.3	43.9	17.0	0.3	1,185.0
Heartland Flyer	6.4	3.5	3.3	1.5	8.3	(2.0)	1.8	66.7	25.9	12.0	0.1	665.0
Pacific Surfliner	98.9	60.6	34.4	20.8	115.7	(16.8)	40.5	1,353.8	440.4	103.7	0.9	7,707.0
Cascades	49.6	28.5	14.9	11.0	54.4	(4.8)	27.3	597.3	141.2	91.5	0.7	2,972.8
Capitol	55.0	33.7	16.8	10.8	61.3	(6.3)	19.8	824.2	245.7	62.0	0.9	7,801.0
San Joaquins	79.7	54.6	24.1	13.6	92.3	(12.6)	25.0	774.6	464.3	113.2	1.2	4,010.0
Adirondack	6.0	4.2	0.0	0.7	4.9	1.1	1.1	19.5	9.3	3.0	0.0	122.7
Blue Water	15.5	6.5	8.0	2.1	16.5	(1.0)	5.8	153.6	71.5	29.5	0.2	645.0
Washington-Roanoke	14.1	8.9	6.2	3.0	18.1	(4.0)	11.2	293.5	117.2	40.2	0.3	547.3
Washington - Newport News	13.8	10.0	7.8	3.1	20.9	(7.0)	12.3	321.6	100.0	38.2	0.2	492.9
Washington - Norfolk	19.1	12.9	10.4	5.3	28.6	(9.5)	16.1	435.2	199.5	57.7	0.4	759.4
Washington - Richmond	6.2	3.6	2.8	1.2	7.6	(1.4)	3.1	122.1	37.0	10.2	0.1	134.4
Hoosier State	0.9	0.0	0.0	0.0	0.0	0.9	-	0.0	0.0	0.0	0.0	0.0
Kansas City-St.Louis	16.6	8.3	5.7	1.8	15.9	0.6	5.1	138.7	88.2	25.9	0.4	877.0
Pennsylvanian	15.0	8.1	7.7	3.8	19.5	(4.6)	10.4	177.2	71.0	38.2	0.2	531.8
Gulf Coast Limited	0.4	0.7	0.5	5.3	6.5	(6.1)	0.4	0.0	0.5	0.0	0.0	188.0
Pere Marquette	7.4	3.5	3.3	1.2	7.9	(0.5)	3.1	78.7	18.1	11.9	0.1	658.0
Carolinian	18.5	12.4	5.9	3.0	21.2	(2.7)	15.0	289.9	111.1	65.3	0.3	453.7
Piedmont	9.5	7.1	1.8	1.9	10.8	(1.3)	5.0	260.8	65.8	29.9	0.4	2,093.0
Non Nec Special Trains & Adjustments	0.9	1.8	4.4	6.7	12.9	(12.0)	0.4	0.1	5.7	0.0	0.1	874.0
<b>State Supported</b>	<b>\$ 741.3</b>	<b>\$ 428.6</b>	<b>\$ 355.4</b>	<b>\$ 169.9</b>	<b>\$ 953.9</b>	<b>\$ (212.6)</b>	<b>\$ 401.4</b>	<b>11,306.3</b>	<b>3,957.7</b>	<b>1,425.5</b>	<b>12.7</b>	<b>62,488.1</b>
<b>Long Distance:</b>												
Silver Star	\$ 36.7	\$ 43.5	\$ 29.0	\$ 12.4	\$ 84.9	\$ (48.2)	\$ 35.4	322.8	235.6	140.4	1.0	659.0
Cardinal	8.2	13.7	6.5	5.7	25.9	(17.7)	7.8	76.1	51.4	29.7	0.3	279.0
Silver Meteor	37.1	32.8	25.6	11.4	69.8	(32.7)	36.5	259.4	235.8	140.3	0.9	628.0
Empire Builder	54.3	67.7	18.6	18.2	104.6	(50.3)	52.7	317.0	453.2	229.0	1.6	1,206.0
Capitol Limited	15.9	18.5	12.4	8.7	39.7	(23.8)	16.2	116.6	78.0	49.6	0.5	644.0
California Zephyr	53.7	70.6	26.2	24.8	121.7	(68.0)	51.4	302.0	362.6	204.8	1.6	726.0
Southwest Chief	39.6	62.4	32.6	17.9	112.9	(73.3)	38.7	233.2	335.1	205.1	1.5	657.0
City of New Orleans	18.8	23.4	12.0	7.8	43.2	(24.4)	18.1	213.6	166.5	88.2	0.6	662.0
Texas Eagle	24.3	34.9	15.5	8.6	59.0	(34.7)	23.1	269.9	166.1	128.3	0.9	665.0
Sunset Limited	11.1	28.9	13.3	9.2	51.4	(40.4)	10.2	72.0	125.2	54.6	0.6	282.0
Coast Starlight	41.1	48.3	20.5	14.5	83.3	(42.2)	39.0	309.7	207.8	136.2	0.9	654.0
Lake Shore Limited	33.7	33.5	24.7	11.5	69.8	(36.0)	33.4	320.9	222.8	134.7	0.7	1,249.0
Palmetto	25.6	17.5	14.4	7.1	39.0	(13.4)	24.5	289.1	154.7	75.3	0.5	670.0
Crescent	33.8	32.7	28.1	11.8	72.6	(38.7)	33.0	248.7	219.4	106.4	0.9	668.0
Auto Train	114.6	49.8	33.8	12.8	96.4	18.2	117.1	266.9	334.9	149.3	0.6	650.0
Long Distance Adjustments	0.0	0.1	1.8	2.2	4.1	(4.1)	N/A	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 548.5</b>	<b>\$ 578.6</b>	<b>\$ 315.0</b>	<b>\$ 184.7</b>	<b>\$ 1,078.3</b>	<b>\$ (529.8)</b>	<b>\$ 537.3</b>	<b>3,617.9</b>	<b>3,349.2</b>	<b>1,872.0</b>	<b>12.9</b>	<b>10,299.0</b>
Ancillary	373.8	61.8	203.8	92.2	357.7	16.1					0.0	0.0
Infrastructure	248.1	63.0	233.9	77.4	374.3	(126.2)					7.4	613,355.3
<b>Amtrak</b>	<b>\$ 3,090.2</b>	<b>\$ 1,413.7</b>	<b>\$ 1,568.5</b>	<b>\$ 761.6</b>	<b>\$ 3,743.7</b>	<b>\$ (653.5)</b>	<b>\$ 2,091.5</b>	<b>25,825.4</b>	<b>10,397.1</b>	<b>5,291.9</b>	<b>33.1</b>	<b>92,466.3</b>

**Note:** Amtrak reports Adjusted Operating Earnings as the key financial measure to evaluate results. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level Adjusted Operating Earnings will replace the previously reported "Fully Allocated Contribution/(Loss)" which was based on Net Income/(Loss)

Adjusted Operating Earnings is defined as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General's office, and interest expense, net).

Operating Revenue is defined as GAAP revenue excluding: 1) non-cash revenue items (state capital payment amortization); and (2) GAAP income statement items reported with capital results (project related revenue).

Gross Ticket Revenue is defined as unadjusted revenues from ticket purchases.

Special Trains & Adjustments ("NEC Special Trains & Adjustments", "Non NEC Special Trains & Adjustments", and "Long Distance Adjustments" include non-train revenue & expenses allocated across the National Train Service, these typically include items that cannot be allocated to a specific route but affect all routes in the National Train Service.

Due to the individual PRIIA Sec. 209 contract requirements, the State Supported route view will not match invoices to the states or agencies.

**Note:** CSI route scores reflect a 12 month rolling average